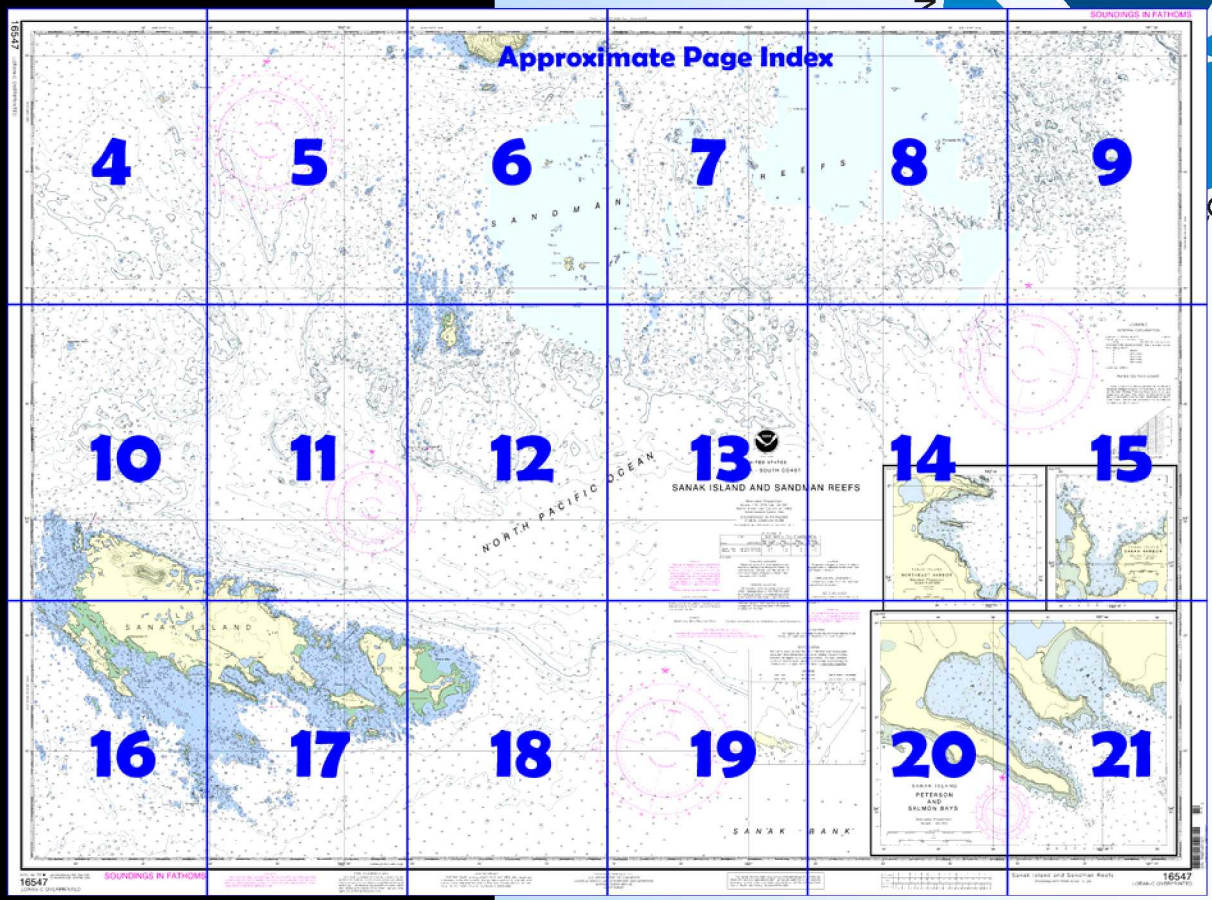
BookletChart™

Sanak Island and Sandman Reefs

(NOAA Chart 16547)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

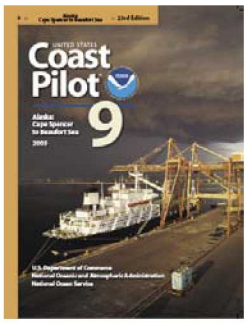
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 6 excerpts]

(694) Anchorage at Sanak Islands is suitable for small or moderate-sized vessels. Caton Harbor affords the only shelter from all winds.

(695) Dangers along the N side of Sanak Islands are within 0.5 mile of the shore, except **Crowley Rock**, 1.5 miles offshore 348° from Sanak Peak. This rock has several small pinnacles with a least depth of ½ fathom over them. The rock, not always marked by kelp, only breaks in a disturbed sea and occasionally shows a prominent slick.

(696) Foul ground of numerous reefs, islands, islets, shoals, and covered and uncovered rocks extends almost 6 miles S and over 12 miles W of Sanak Islands; heavy breakers extend a considerable distance offshore. **Aleks Rock**, 16.7 miles 241° from Sanak Peak, is covered 1½ fathoms and is the farthest outlying known rock SW of Sanak Islands. A 7½-fathom pinnacle is 4 miles N of the rock.

(700) Temporary anchorage in S winds can be had W of Caton Island and S of **Lida Island**. Approaching the anchorage from E, stand in near the visible rocks off the E end of Lida Island, taking care to avoid the partially covered reef, nearly 0.5 mile E of Lida Island, that extends N from Caton Island. Anchor about 0.4 mile from Caton Island, and 0.3 to 0.5 mile S of Lida Island, in 6 to 7 fathoms, sandy bottom. Care should be taken not to approach the S side of the anchorage.

(702) **Caton Harbor**, between Sanak Island on the E and Caton Island on the W, is large and affords anchorage in 2 to 3 fathoms, sandy bottom; it is protected on the S by **Elma Island** and on the N by the islands and reefs between Caton Island and Sanak Island. The harbor is protected from all swells, and schooners of considerable size have wintered here. These waters provide the best all-weather anchorage for small vessels in the Sanak Islands. Water in small quantities may be obtained.

(704) The best entrance to Caton Harbor is from the N through a narrow channel close to the W end of Caton Island. Proceed as directed for entering the anchorage S of Lida Island from W, and when well past the rock that uncovers, 0.5 mile N of **Wanda Island**, bring the S side of the rock that uncovers in range with Northeast Point astern, and stand in, keeping the range astern, course **125**°, until close to Caton Island. Then keep the bare rocks and kelp projecting from Caton Island close aboard on the port hand, but do not approach the kelp on the starboard hand; the least depth in the narrowest part of the passage is 3½ fathoms, shoaling inside to 3 fathoms. When past the rocks on the port hand, steer **193**° for about 0.5 mile, and anchor in about 3 fathoms with Princess Rock in line with Sanak Mountain, bearing 294°. This anchorage is about 0.5 mile from Caton Island, and the same distance from the nearest reef on the W side. Anchorage, with probably better shelter from NE gales, can be made off the sand beach on Caton Island, just inside the narrow entrance.

(705) To enter Caton Harbor from the S through **Devils Pass**, W from Elma Island, or through **Southeast Pass**, E of Elma Island, requires local knowledge to avoid the reefs and breakers. These passes should not be attempted by a stranger. Surveys indicate a controlling depth of 1¼ fathoms in the approach to Devils Pass with deeper water through the narrow part of the pass. Tide rips in Devils Pass are at times dangerous to small craft.

(708) **Northeast Harbor**affords temporary anchorage about 0.2 mile SSE from 100-foot-high **Northeast Point**, in 13 fathoms. **Eagle Rock**, near the middle of the harbor, is 58 feet high and surrounded by a ledge that uncovers and a reef that connects it with the head of the harbor. A reef that uncovers extends along the N side of the harbor; a 24-foot-high rock is 0.4 mile W of Northeast Point. Small vessels may anchor between Northeast Point and Eagle Rock, with Cherni Island, 13 miles NE, just open of Northeast Point, in 6 to 9 fathoms, sandy bottom. The harbor is exposed to E winds. Water can be obtained.

(714) Approaching Sanak Harbor from N, steer for the 787-foot peak of Sanak Mountain on any course between **140**° **and 176**°, taking care to avoid Westdahl Rock. When off the entrance, steer **193**° for the middle of the entrance and anchor in midchannel in 3 to 4 fathoms. The covered rocks off the entrance points are marked by kelp. Take care to avoid the 2¾-fathom spot, 0.2 mile N of the E entrance point, and a rock, covered 7 feet, 200 yards off the E shore 300 yards inside the entrance.

(717) In approaching Peterson Bay from E, give the E and SE sides of Caton Island a berth of about 2 miles to clear the reefs and the breakers that extend more than 1 mile offshore, and steer **262**°, passing 1 mile S of **Umia Island** and **Telemitz Island**. When Telemitz Island is abeam, bring the tangent of the N side of Peterson Bay in line with the slight saddle between Sanak Peak and the E shoulder of Sanak Mountain, and run in on this range, course **318**°. When the S point of the bay is about 0.7 mile distant, haul N a little so as to bring the N side of the bay in line with the extreme SW tangent of Sanak Mountain, and run in on this range, course **311**°, until the S point at the entrance bears 177°. Then steer **294**° for the middle of the bay but avoid the 1¼-fathom spot S of the course, and select anchorage according to draft.

Table of Selected Chart Notes

Corrected through NM Mar. 6/04
Corrected through LNM Feb. 24/04

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.145" southward and 7.116" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Mercator Projection
Scale 1:81,326 Lat. 54°30'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1750 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

UPDATING SERVICE

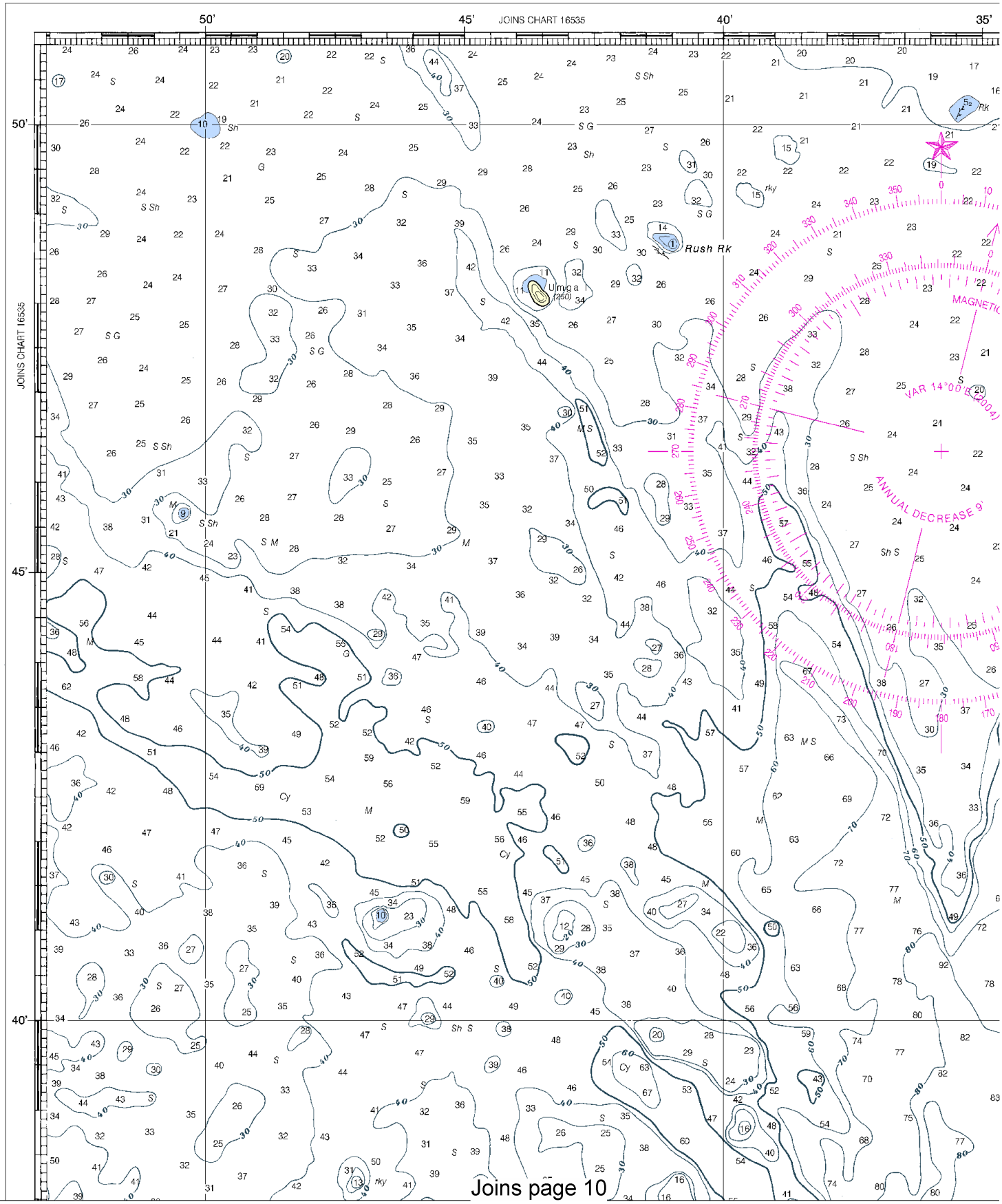
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Sanak Harbor	(54°29'N/162°49'W)	6.6	5.8	1.4	-3.5
Peterson Bay	(54°24'N/162°38'W)	6.2	5.4	1.4	-3.5

(Nov 2003)

16547 LORAN-C OVERPRINTED



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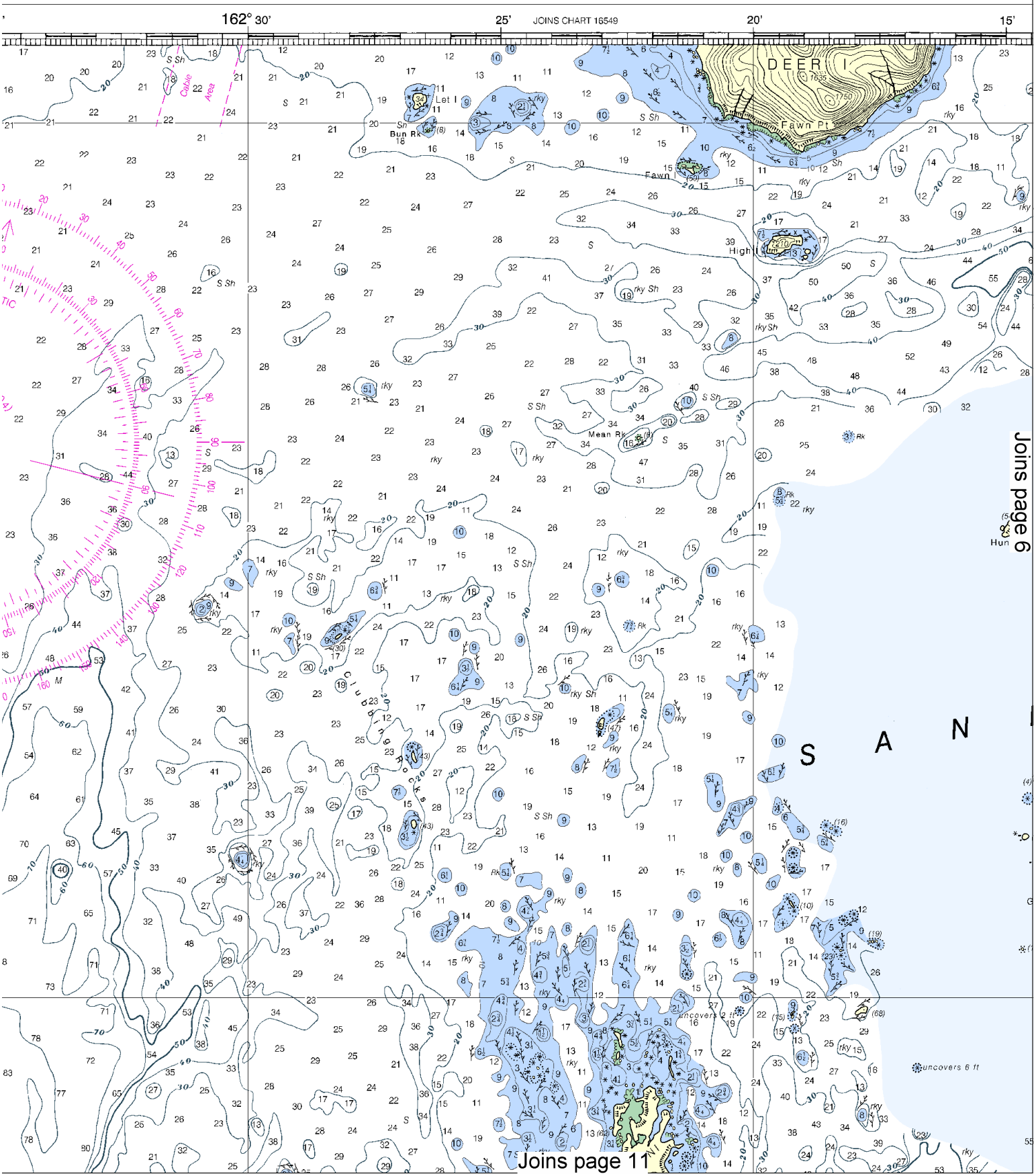
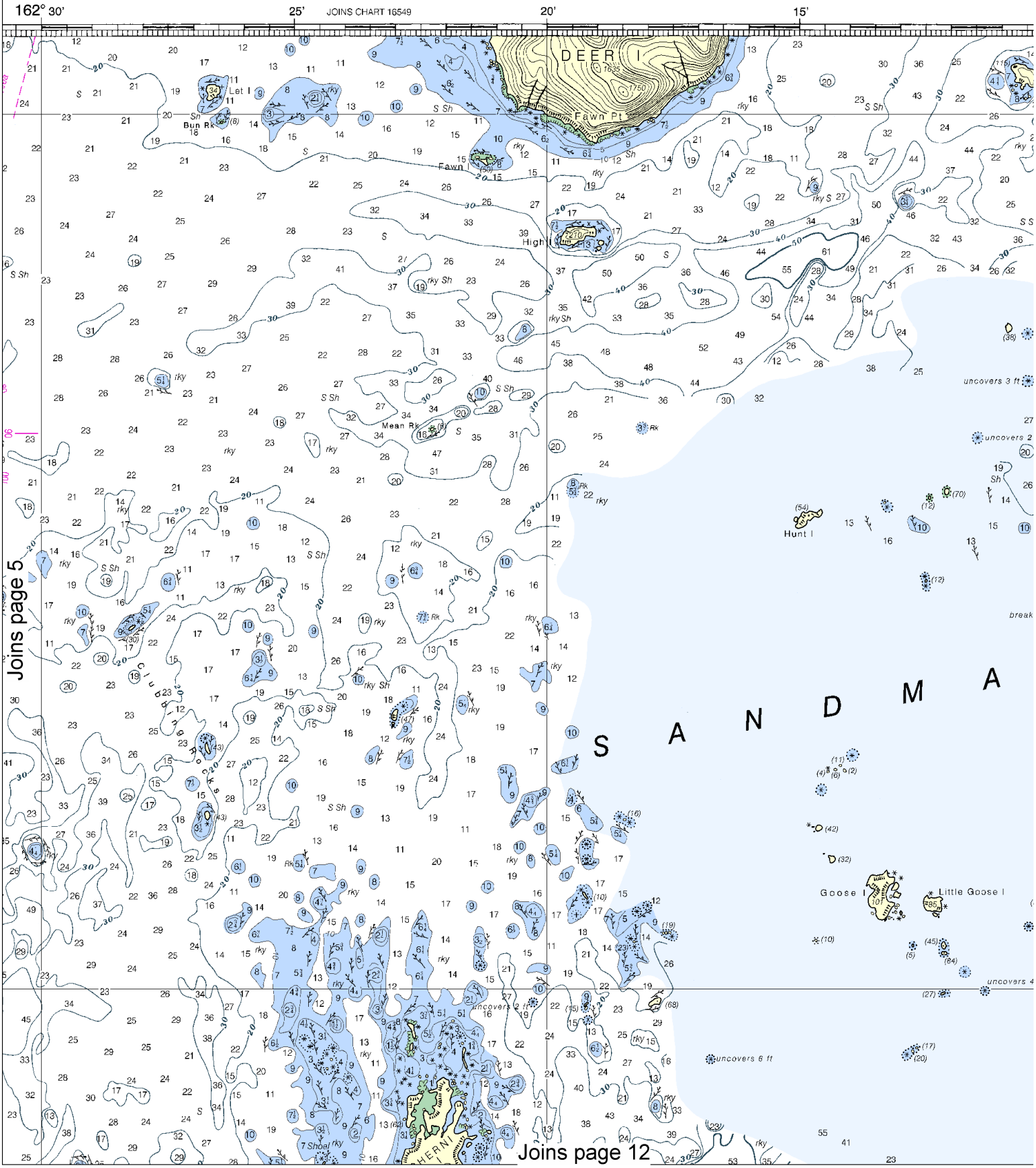
North



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:108435. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.


162° 30'
25'
JOINS CHART 16549
20'
15'
DEER I
Fawn Pt
Fawn
Let I
Bun Rk
High I
Mean Rk
Hunt I
Goose I
Little Goose I
SANDMA
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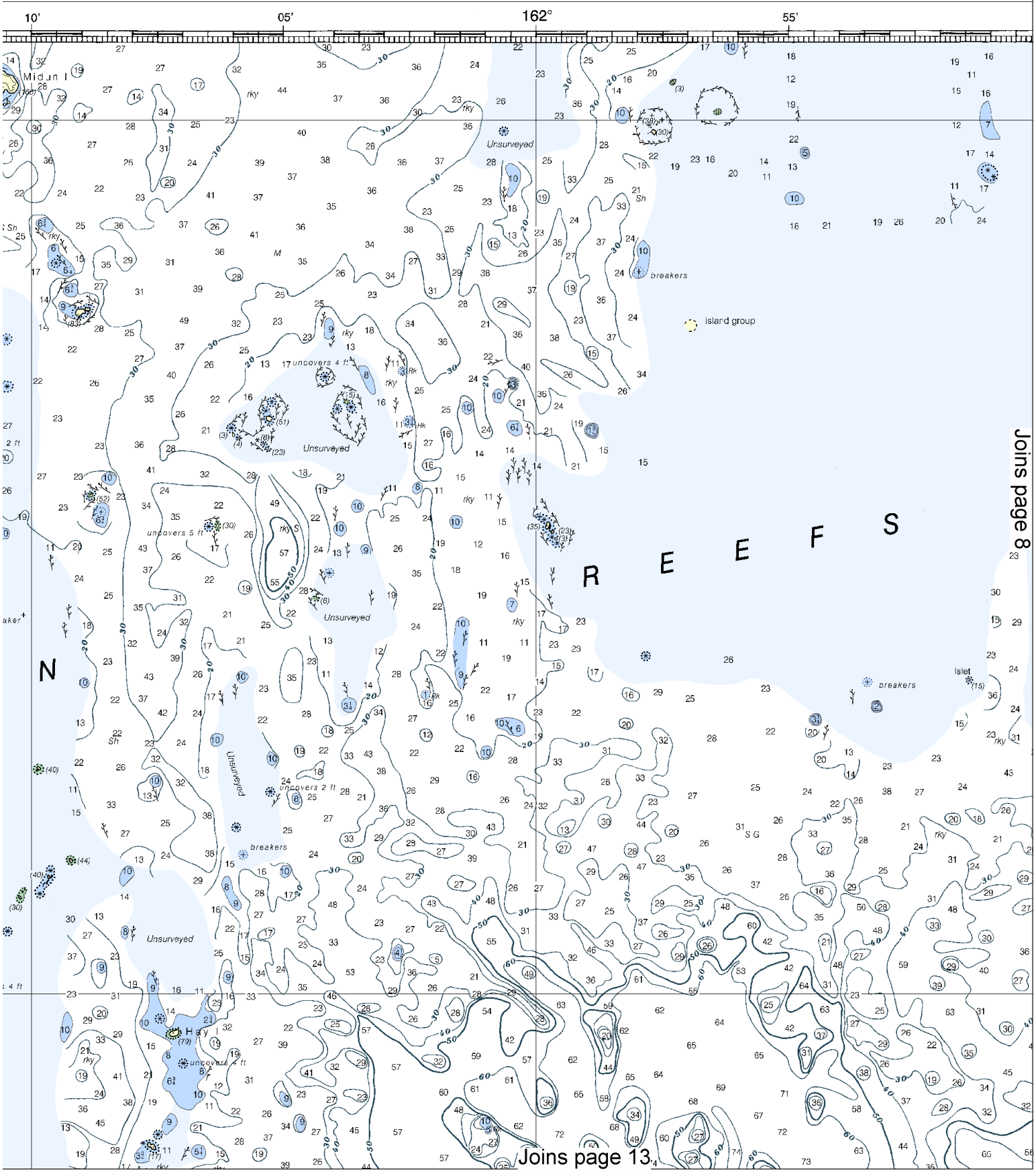
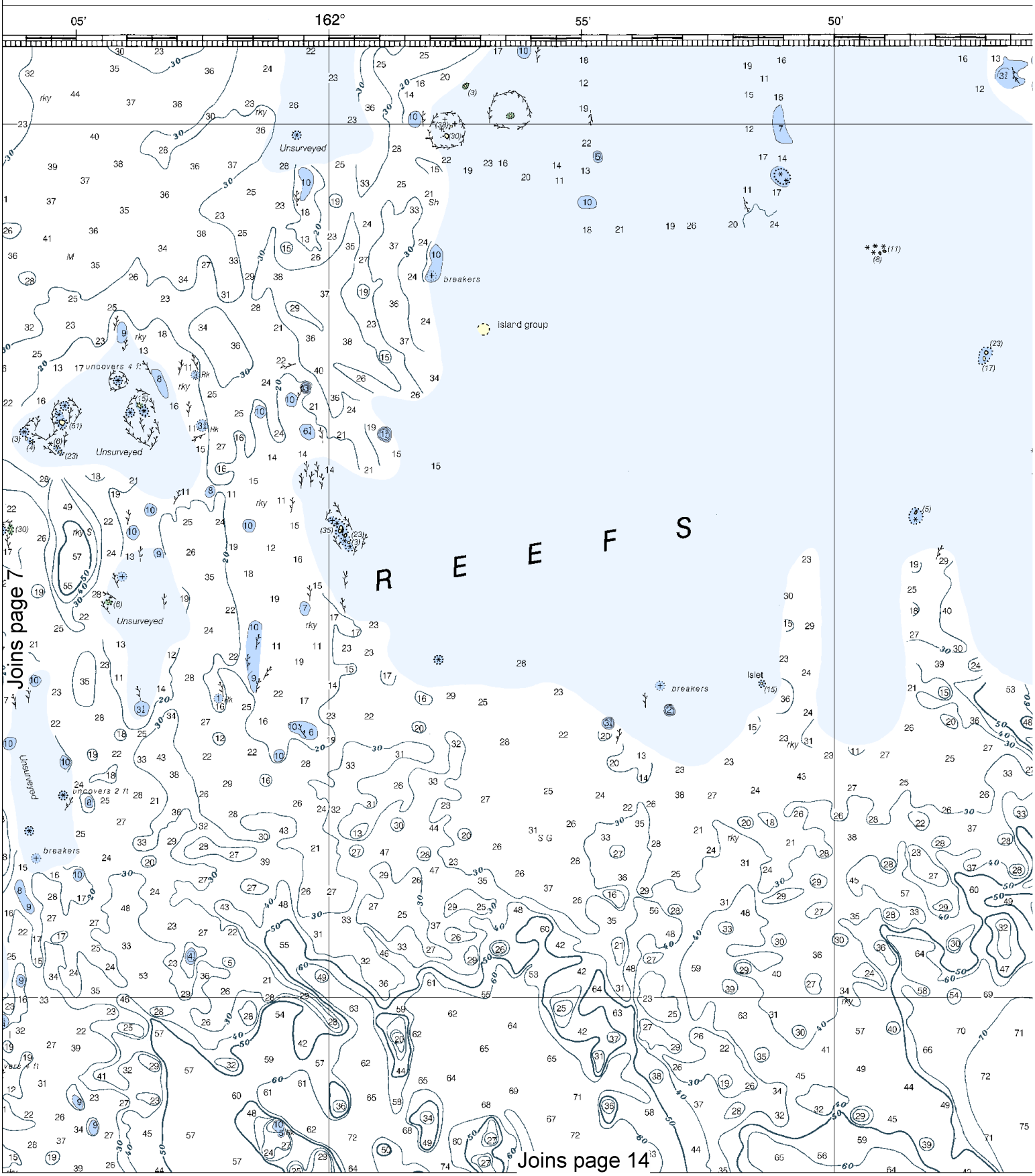
Joins page 12
uncovers 3 ft
uncovers 2
uncovers 6 ft
uncovers 4
break
Shoal

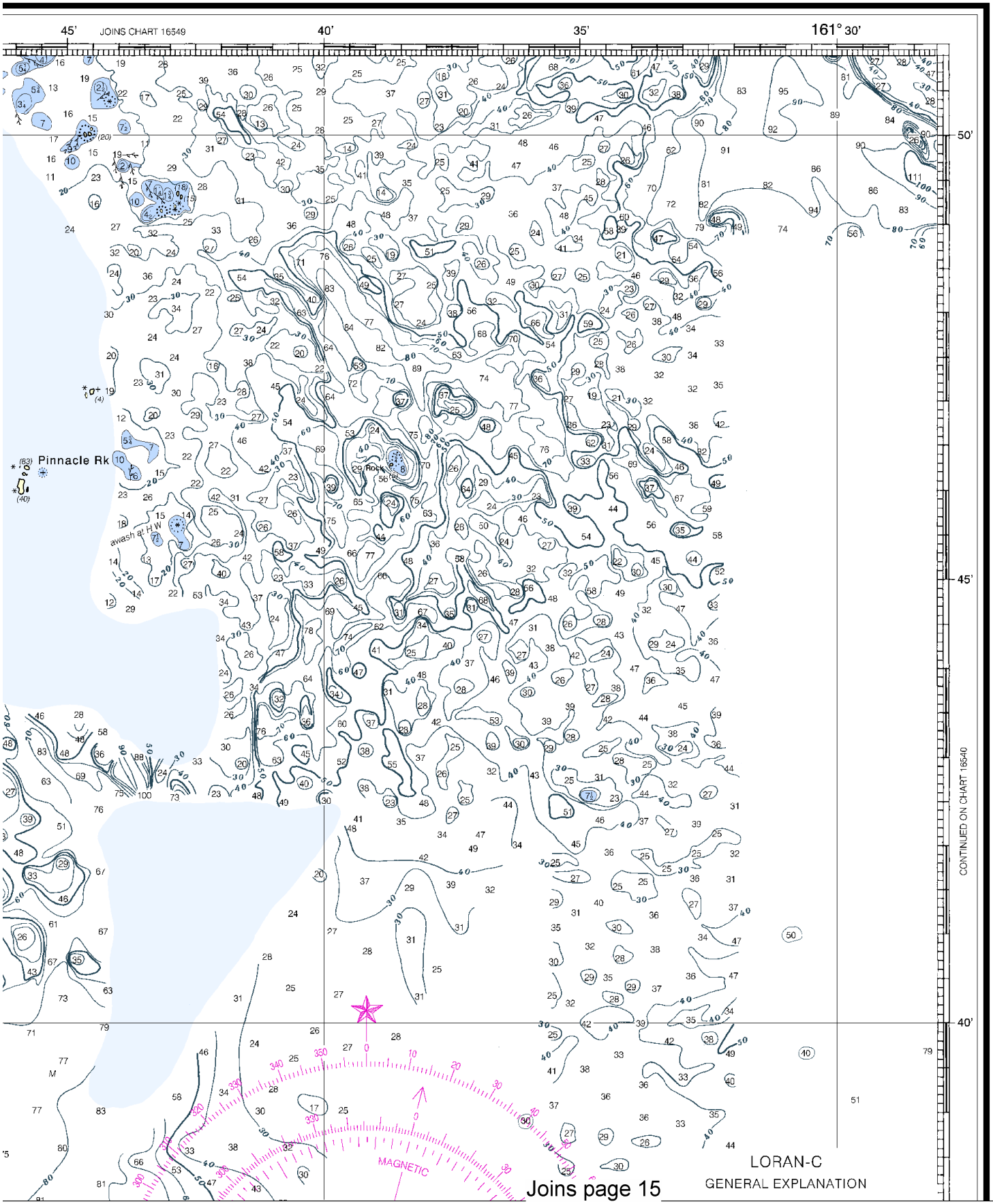
North



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

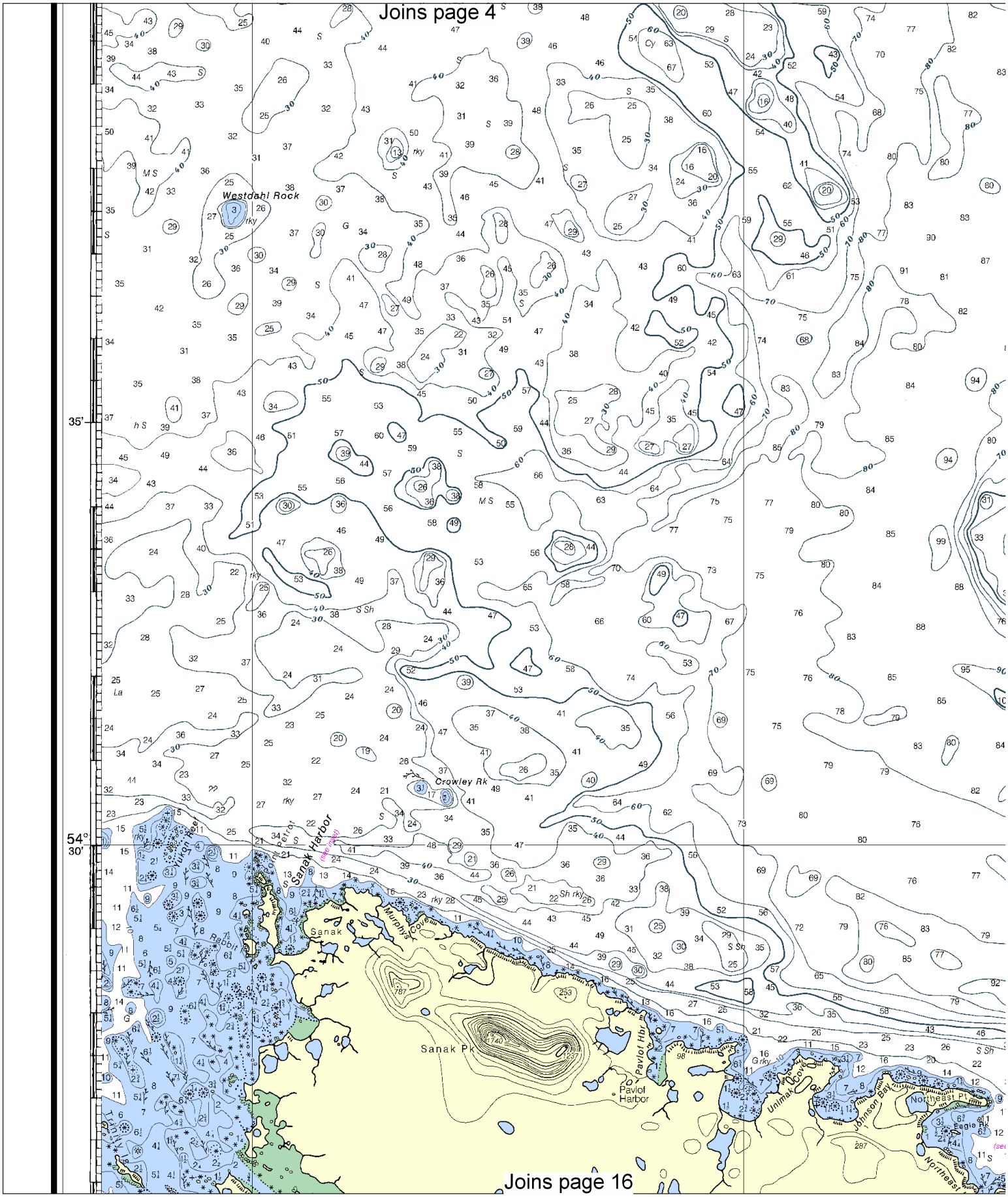

05'
162°
55'
50'
Unsurveyed
breakers
Island group
uncovers 4 ft
Unsurveyed
R E E F S
Joins page 7
Islet
breakers
uncovers 2 ft
Unsurveyed
breakers
Joins page 14

North

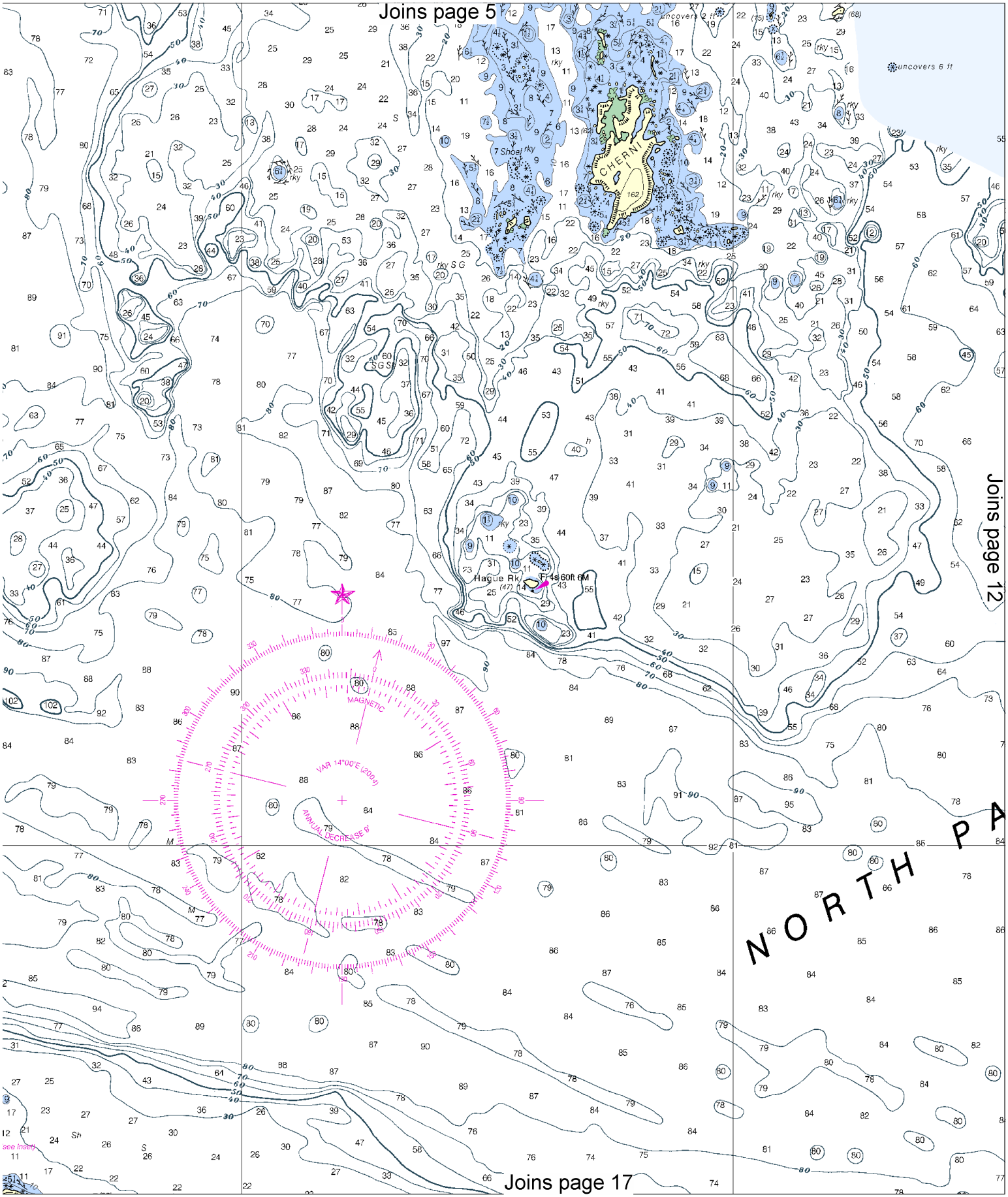


Joins page 15

LORAN-C
GENERAL EXPLANATION


Joins page 4
Westdahl Rock
35'
54°
30'
Crowley Rk
Sanak Harbor
Sanak
Sanak Pk
Pavlof Harbor
Pavlof Hbr
Murphys Cove
Unimak Cove
Johnson Bay
Northeast Pt
Eagle Rk
Joins page 16

North


Joins page 5
Joins page 12
Joins page 17
CHERN
Shoal
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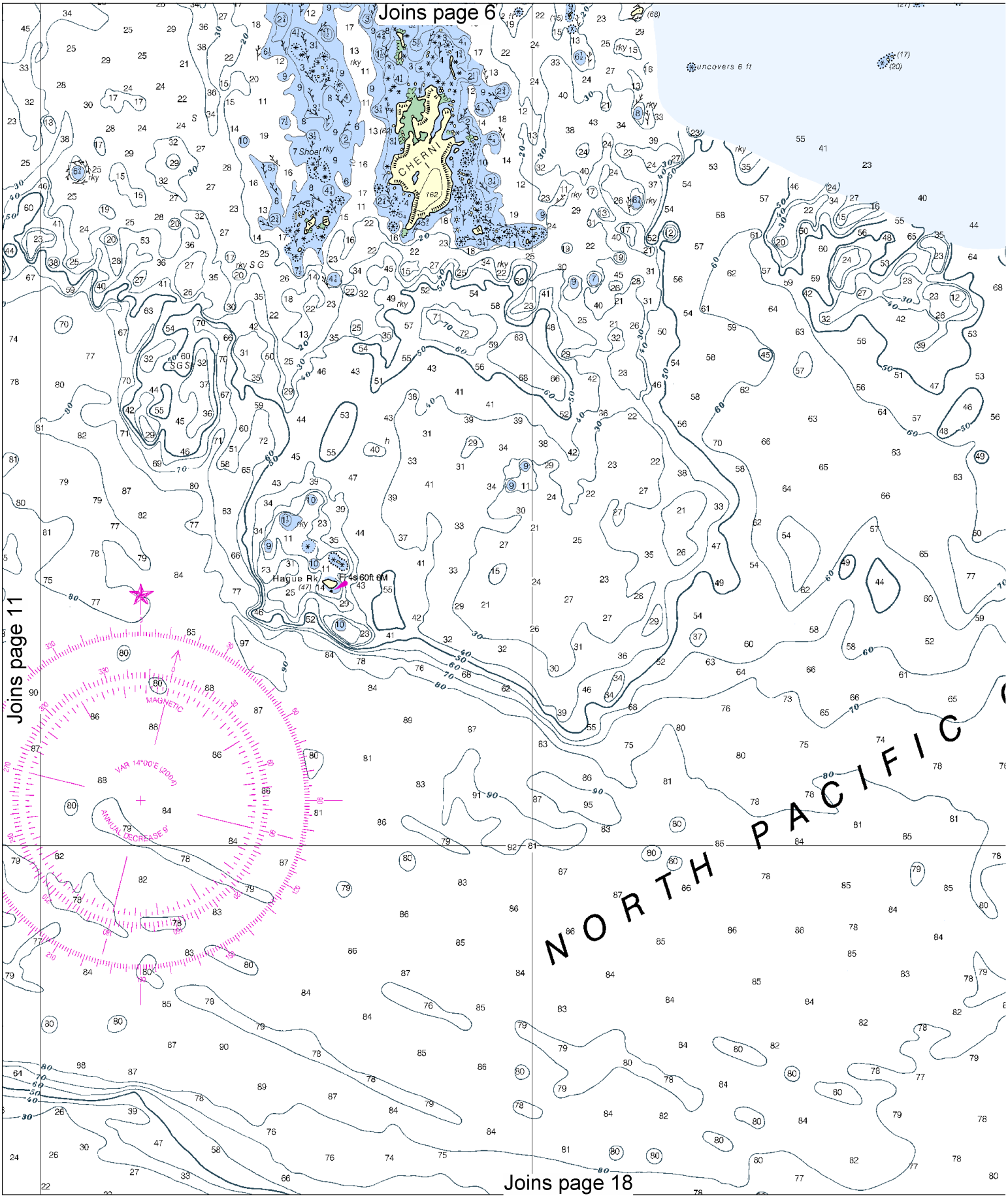
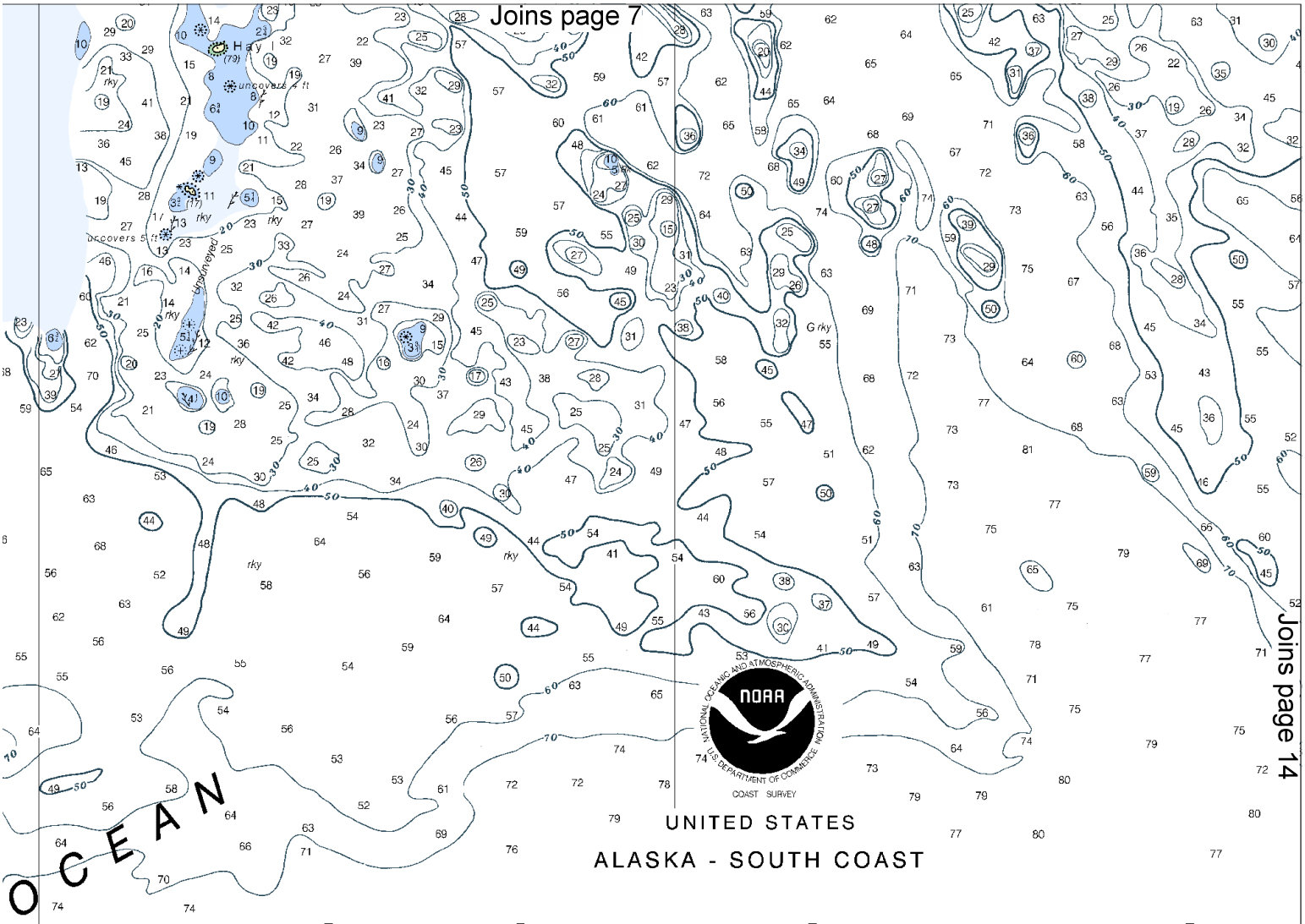
Fl 4s 60ft 6M
uncovers 6 ft
MAGNETIC
VAR 14°00'E (2004)
ANNUAL DECREASE 6'
NORTH P


Joins page 6
Joins page 11
Joins page 18
CHERNI
Shoal
uncovers 6 ft
Hague Rk
Fl 4s 60ft 6M
NORTH PACIFIC
MAGNETIC
VAR 14°00'E (2004)
ANNUAL DECREASE 9'

North

Joins page 7



Joins page 14

UNITED STATES

ALASKA - SOUTH COAST

SANAK ISLAND AND SANDMAN REEFS

Mercator Projection
Scale 1:81,326 Lat. 54°30'
North American Datum of 1983
(World Geodetic System 1984)

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AT MEAN LOWER LOW WATER

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(Nov 2003)

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Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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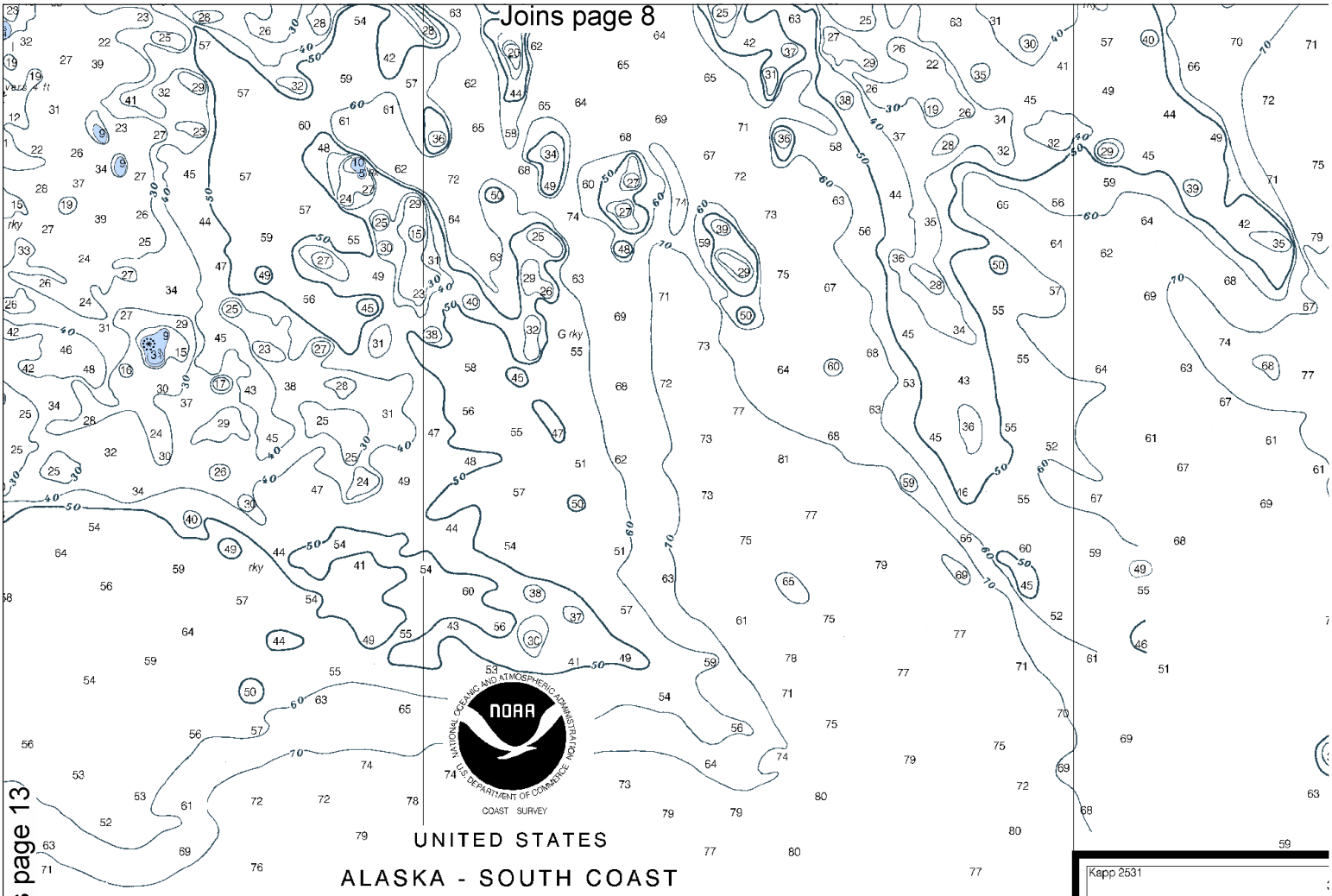
Joins page 19

Joins page 8



UNITED STATES

ALASKA - SOUTH COAST

Joins page 13

SANAK ISLAND AND SANDMAN REEFS

Mercator Projection
Scale 1:81,326 Lat. 54°30'
North American Datum of 1983
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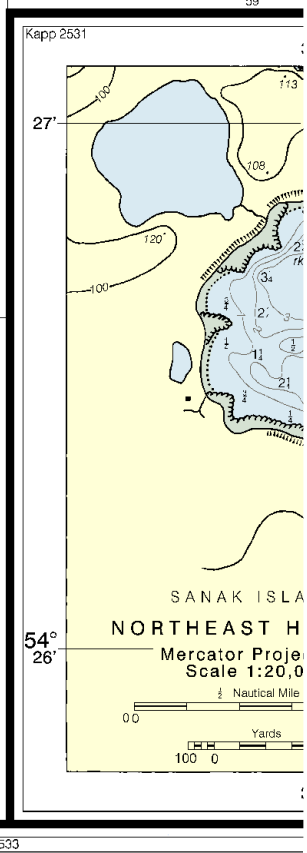
Joins page 20



North

Joins page 9

MAGNETIC

VAR 14° 15'E (2004)

ANNUAL DECREASE 9'

LORAN-C

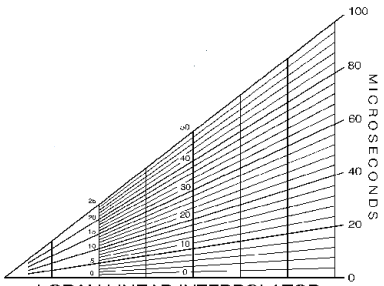
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE 9990-X

RATES ON THIS CHART

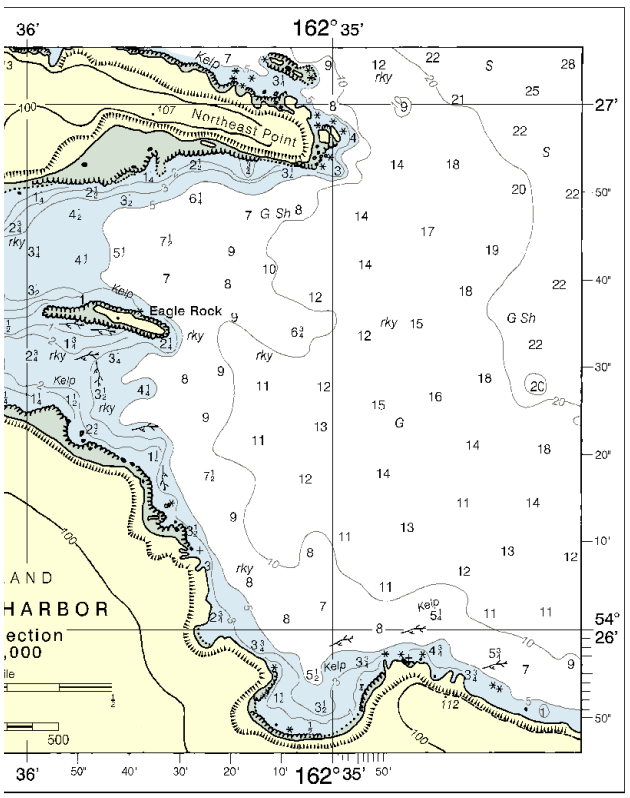
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

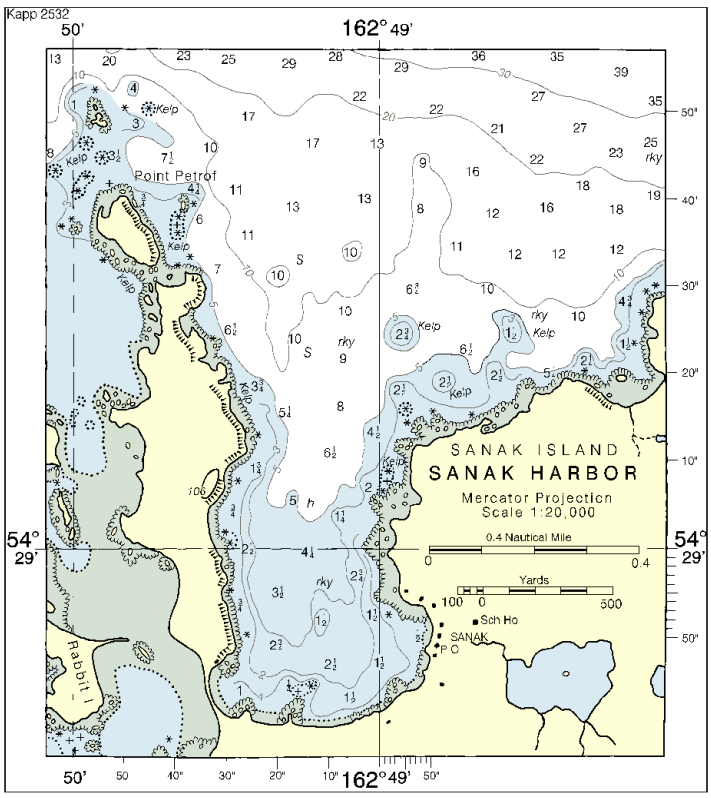


LORAN LINEAR INTERPOLATOR

35'

54° 30'





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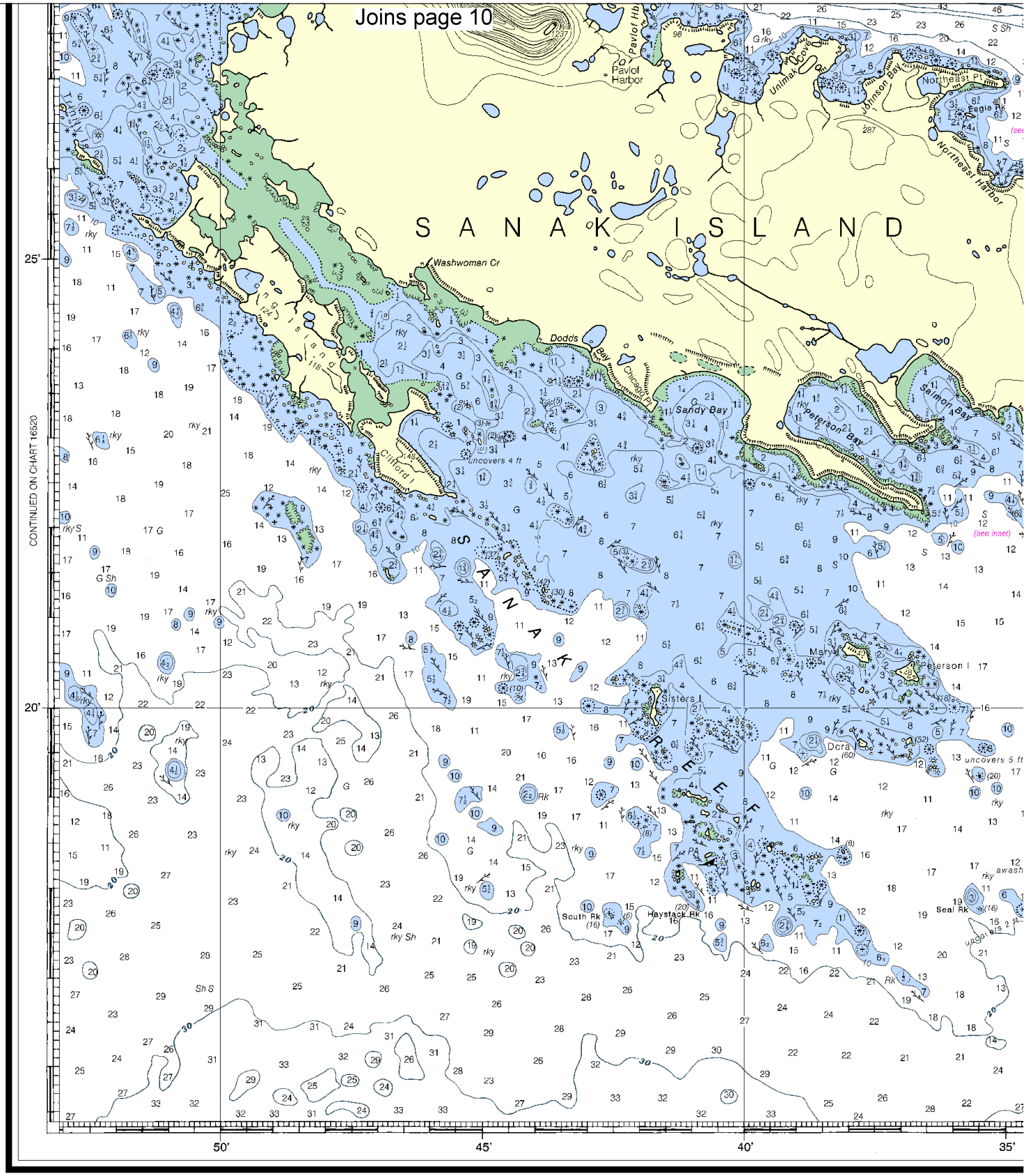

9th Ed., Mar./ 04 ■ Corrected through NM Mar. 6/04
Corrected through LNM Feb. 24/04

16547

LORAN-C OVERPRINTED

SOUNDINGS IN FATHOMS

CAUTION
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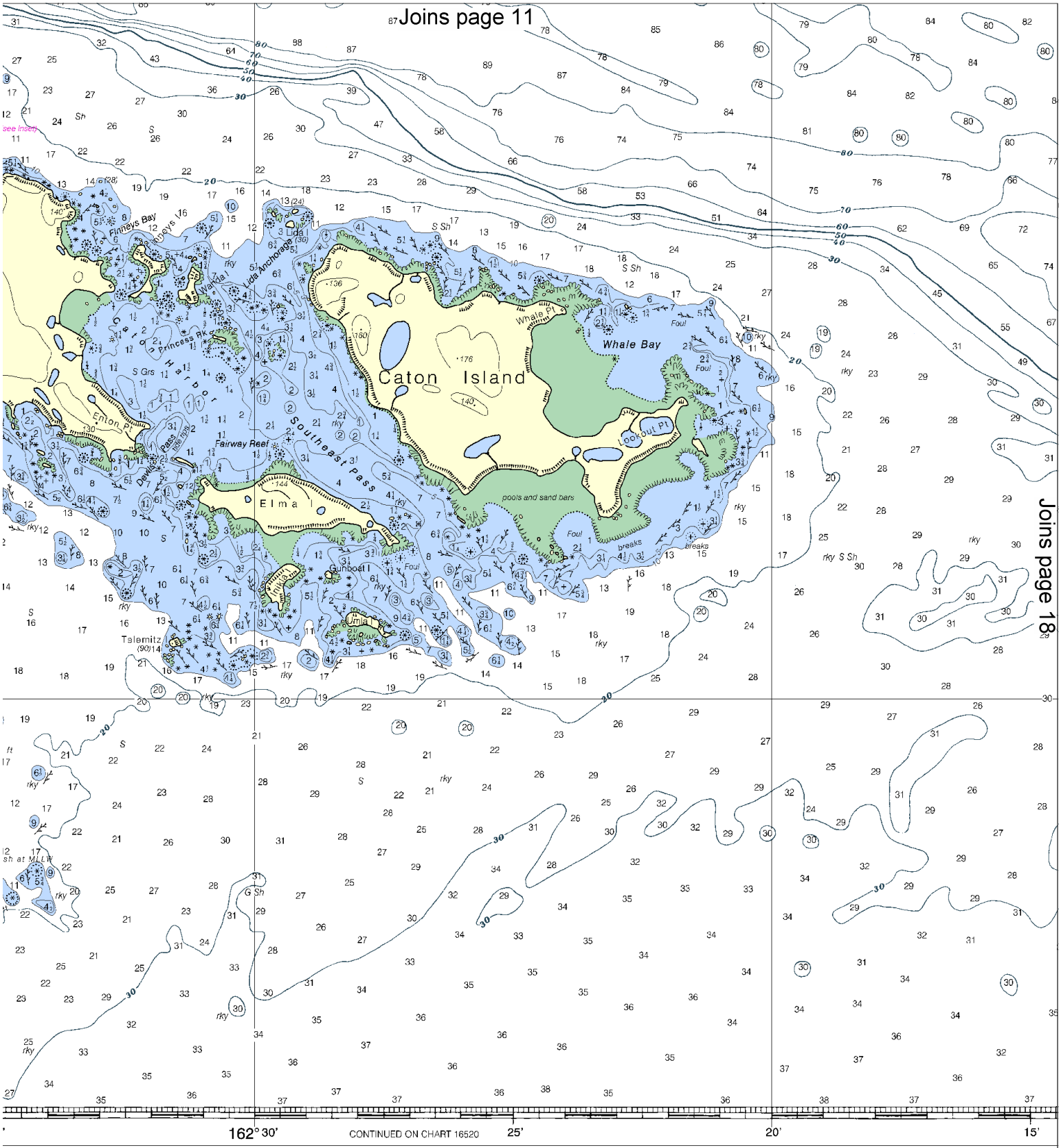
weekly by the National Geospatial-Intelligence Ag
Mariners (LNM) issued periodically by each U.S
dates shown in the lower left hand corner.

North



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UPDATING SERVICE

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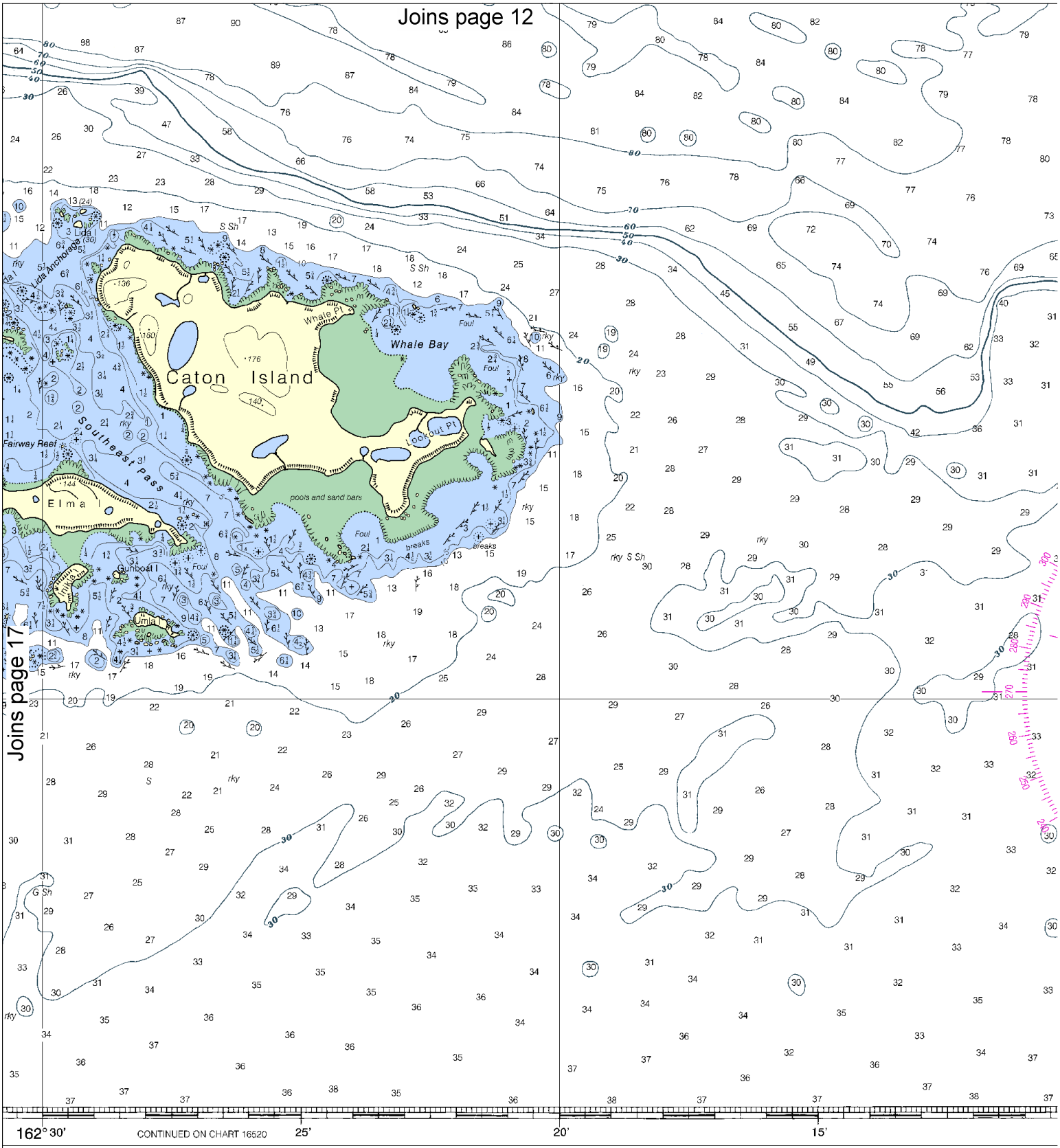
Agency and the Local Notice to
.S. Coast Guard district to the



PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA.

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North

Joins page 13

revisions to Chapter 2 are published in the Notice to Mariners. Information on the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HEIGHTS

Heights in feet above Mean High Water.

1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.145" southward and 7.116" westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1750 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

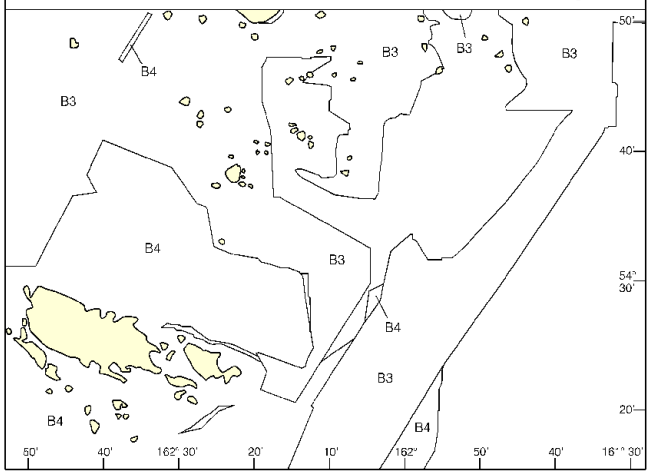
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B3	1940-1969	NOS Survey	partial bottom coverage
B4	1900-1939	NOS Survey	partial bottom coverage



MAGNETIC
VAR 14°00'E (2004)
ANNUAL DECREASE 9'

S A N A K B A N K

24'
54° 22'
Joins page 20

10' 05' 162° 55'

d at Washington, D.C.
TMENT OF COMMERCE
ID ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Joins page 14

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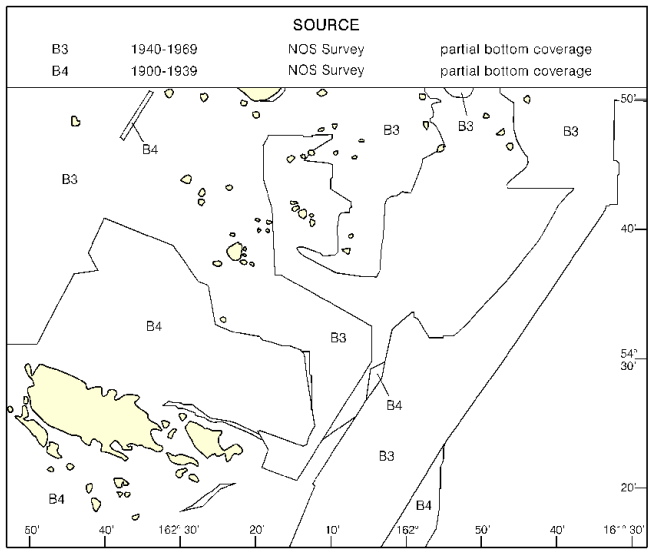

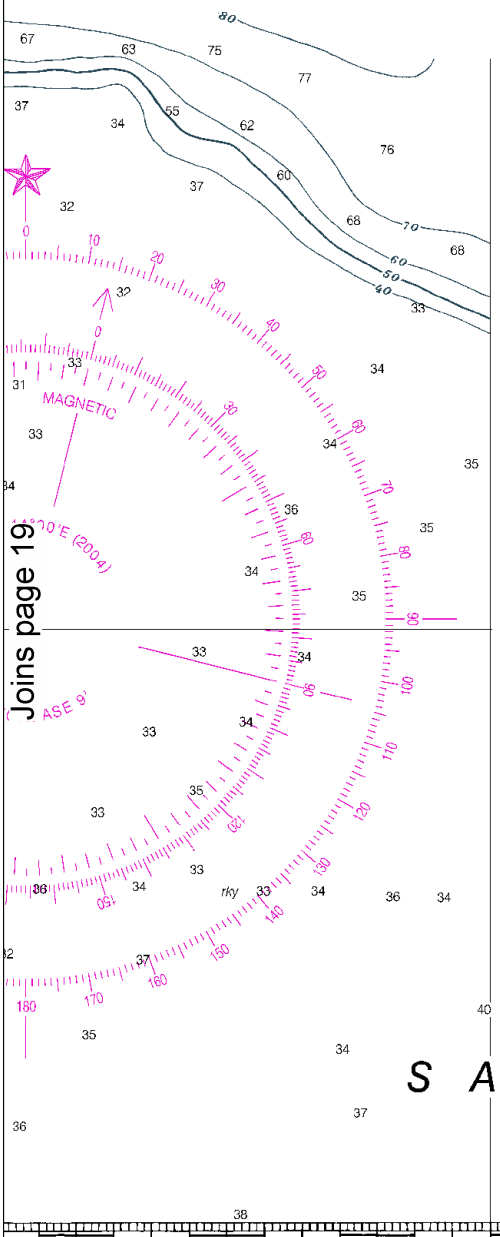

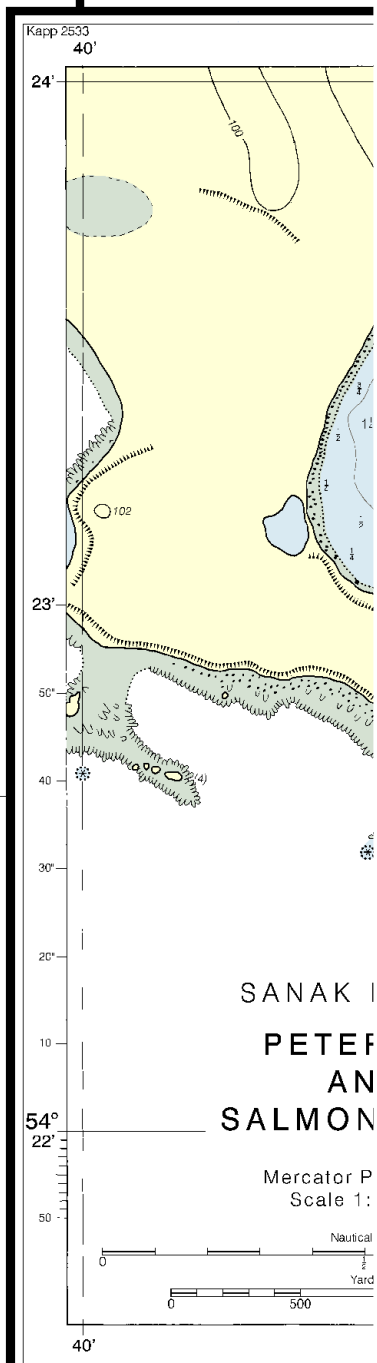

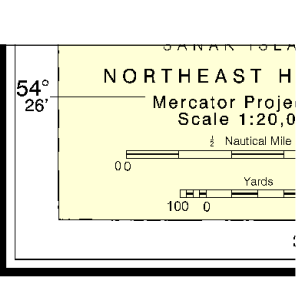

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05' 162° 55' 50'

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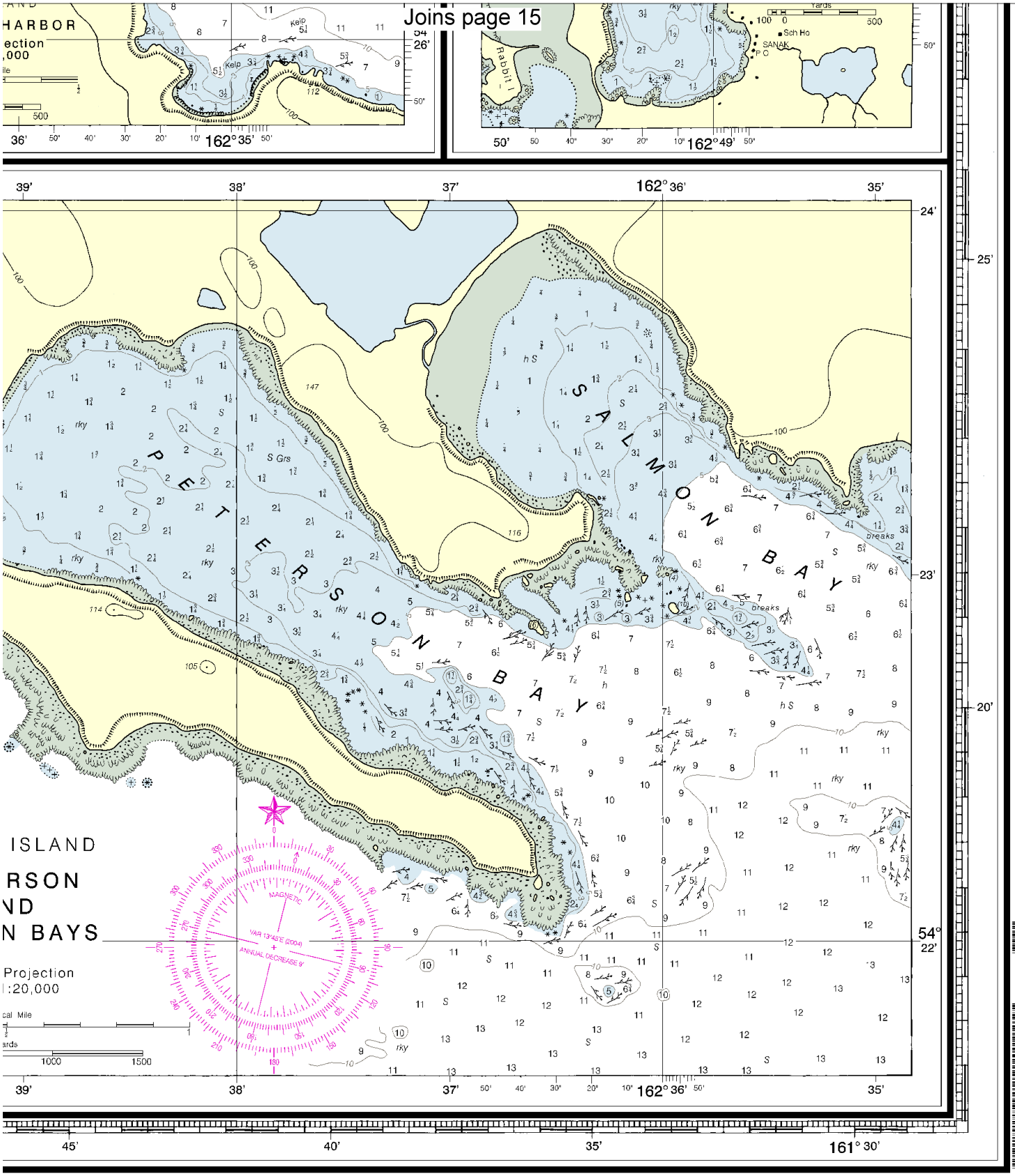
FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13

North



Sanak Island and Sandman Reefs

SOUNDINGS IN FATHOMS-SCALE 1:81,326

16547

LORAN-C OVERPRINTED

ED. NO. 9

NSN 7642014011277

NGA REFERENCE NO. 16RCO16547

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.